

INFORMATION REPORT INFORMATION REPORT

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S E C R E T

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COUNTRY Hungary

REPORT

SUBJECT

Hungarian Waterways:

1. Danube-Tisza Canal
2. Sio Canal
3. Port of Budapest-Csepel

DATE DISTR.

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REFERENCES

25X1

PLACE & DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

reports on the subject of Hungarian

waterways:

- a. A one-page report, with sketch, concerning the Danube-Tisza Canal project, which was abandoned
- b. A one-page report, with sketch, of the Sio Canal project (Danube-Lake Balaton).
- c. A one-page report, with rough sketch, of port installations at Budapest-Csepel (northern end of Csepel Island).

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ENCLOSURE ATTACHED
PLEASE ROUTE

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
(Note: Washington distribution indicated by "X"; Field distribution by "#".)																			

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H U N G A R Y

Economic

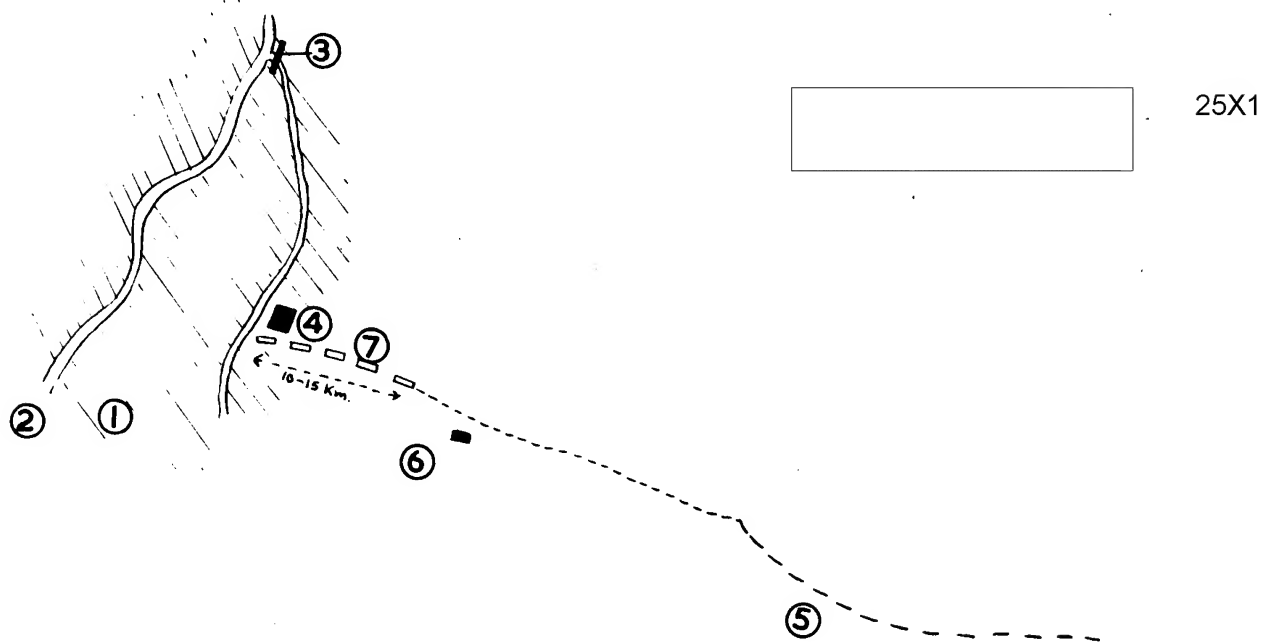
DANUBE - TISZA CANAL

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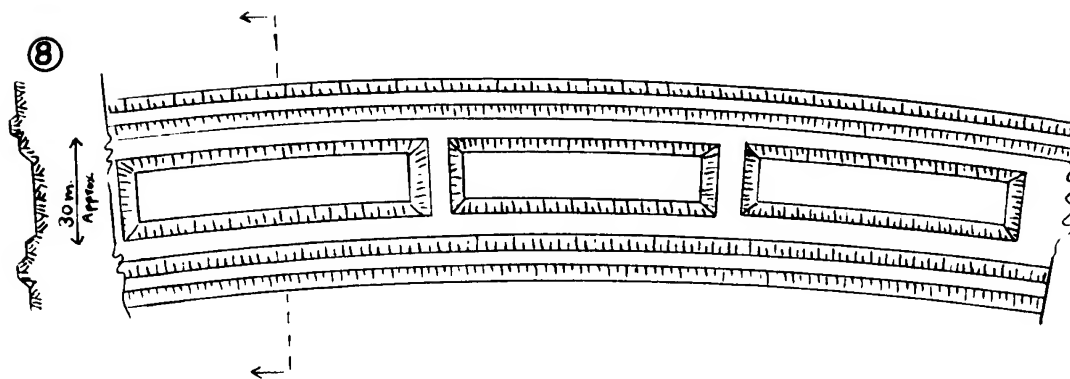

1. Work on this project began after the war and was carried forward particularly in 1949/50 when thousands of young people from schools and universities spent their holidays digging with spade and shovel and receiving almost no pay.
2. The work has since been abandoned. Only some maintenance is being carried out as the 1954 floods have caused much damage to the existing excavations along a stretch of 10-15 Kms.
3. There is no likelihood of the work being resumed for the time being.

Sketch Map attached.

PROJECTED DANUBE-TISZA CANAL



COMPLETED SECTIONS



1. CSEPEL ISLAND
2. DANUBE
3. KVASSAY Lock
4. Locality of DUNAHARASZTI
5. Projected Alignment
6. Locality of OCSA
7. That section of the Canal which has been partly dug (10-15 Km approx.)
8. Section (Width of Canal at bed level about 30m.)

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H U N G A R Y

Economic

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River port BUDAPEST - CSEPEL (so-called Free Port)

These installations situated near the northern
end of Csepel Island

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have not been further developed in recent years
and are in much the same condition as before the war.

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The following facilities are available and
currently in use:-

1. Ore deposit
2. Three (or possibly four) cranes as shown in sketch.
3. South quay wall of south basin. This wall was reinforced
and repaired in 1951/52 and is now in a satisfactory
state of maintenance.
4. North quay wall of south basin: Same as preceding item.
5. Grain warehouse
6. Three (or possibly four) travelling cranes.
7. South quay wall of north basin. In 1953 it was still
in war-damaged condition. In 1954 it was under recon-
struction and has probably been completely restored since.
8. North bank of north basin. This is a slanting bank of
soil and no kind of artificial surfacing. It is unsuitable
for mooring craft.

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Attachment: Section of port.

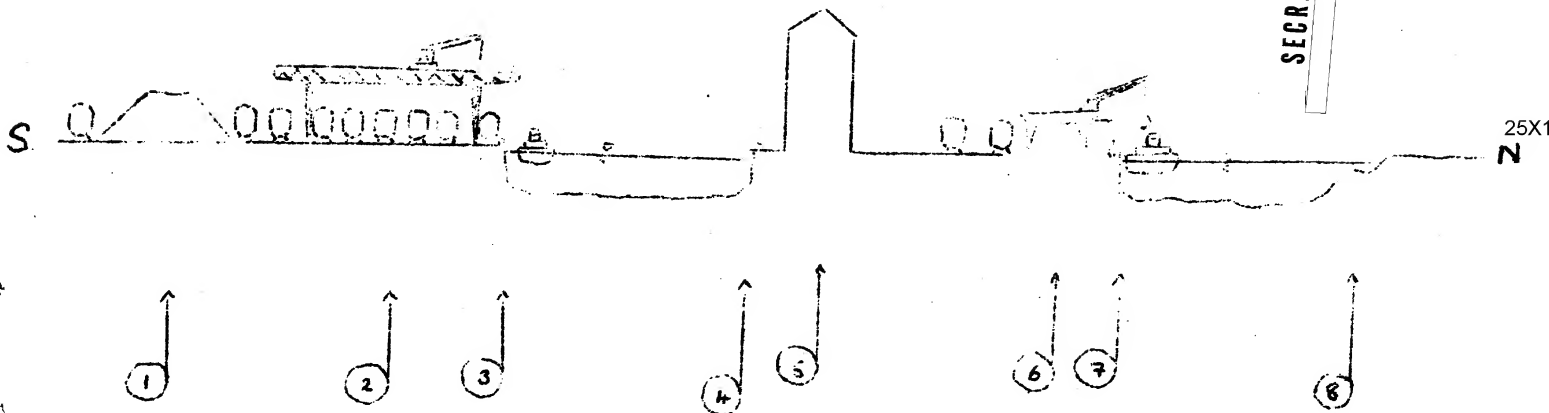
SECTION OF BUDAPEST - CSEPEL PORT

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H U N G A R YE c o n o m i cS I O C A N A L

1. The DANUBE - LAKE BALATON canal project is still a long-term plan. The alignment of the present canal is to be adhered to and locks are to be built at the points marked "«" on the attached sketch.
2. At present there is a lock at SIOFOK and a sluice gate at SIMONTORNYA. The former is a shiplock; the latter, however, serves only to ensure the water supply of a tannery by conserving water in times of little precipitation.
3. The water level of LAKE BALATON is at an altitude of 104 m. above sea level. The altitude at the confluence of the SIC canal with the DANUBE at SZEKSZARD is roughly 75 m. at low water. This produces a difference in level of about 30 m.
4. LAKE BALATON receives its water supply from the river ZALA and the river TAPOLCZA. When there is no precipitation in their basins the lock at SIOFOK is kept closed to preserve the level of the lake. At such times the water in the present SIO canal is quite insufficient to permit navigation.
5. When the Danube is high, water from it forces its way into the SIO canal for some distance.

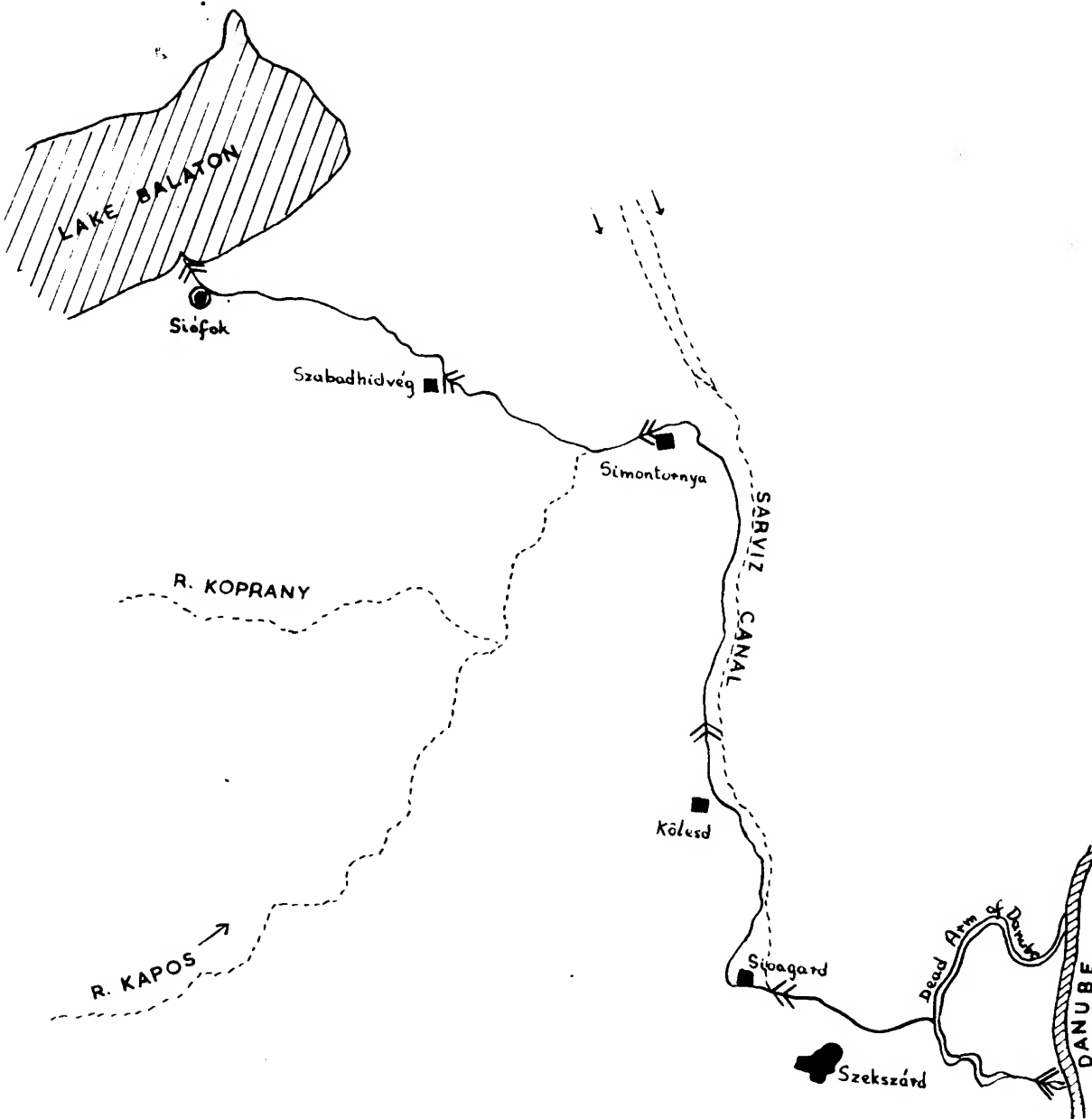
Encl. Sketch map.

Section of projected canal.

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SIO CANAL



SECTION OF PROJECTED CANAL

